

We have thus an estimate of the business now actually done on the Chambly Canal, which is sufficient, with what is expected by Railway to pay the interest of the work at 6 per cent. If none is attracted from the Western States the trade of one half of the trade of Western Canada added to the trade of Eastern Canada would pay 12 per cent., but as the whole could be attracted, the revenue would be 18 per cent. If only 1,500,000 tons could be attracted from the Western United States, this alone would pay 15 per cent. interest, and added to Canadian trade would pay 33 per cent. interest.

An effort has been made not to exaggerate the revenue of this important work, connecting as it will the St. Lawrence trade with the United States through Lake Champlain. No notice has been taken of uptrade in manufactured or other goods, nor on the transport of passengers, or live stock. The importance of the latter may be estimated by the fact that in 1872 there were shipped from Eastern and Western Canada, to the United States, 11,552 horses, 19,445 cattle, and 334,412 sheep. There can be no doubt that cattle, horses and sheep could by this route be shipped direct from the Western States, in steam propellers adapted for the purpose, at such rates as would make packing at the East, in Boston, New York, &c. a profitable business. No mention either has been made of the quantity of square timber which could be transported from the Ottawa through this Canal which cannot now be done to any extent.

The Company have the right under their charter to enlarge the remainder of the Chambly Canal from the point at which it is intersected by the Caughnawaga Canal, a distance of five miles from Chambly, and to enlarge the lock at St. Ours, on the Richelieu River. This is an important concession, for it gives access to the Port of Quebec, and enables vessels or steamers of 1,000 tons to sail from thence to Troy, which is 160 miles nearer Liverpool *via* Quebec than *via* New York.

Lumber from the Saguenay, the St. Maurice, and various rivers on the north shore of the St. Lawrence below Montréal would all be sent through the Canal, together with heavy freights of all kinds, while a new market would be opened up for the coal of Pennsylvania and Ohio.

The Commissioner of Public Works in his Report for the past year, in reference to the trade into Lake Champlain through the present route last season, says :